

200 MILE CLEAR-OUT

ALL OUT! The last straggling trawlers of countries banned from Britain's new 200-mile limit have gone, it was reported on Wednesday. The exodus on January 1 had not been as dramatic as expected. The few Romanian and Bulgarian vessels inside the limit took their time to move out. On Wednesday, information coming into the Ministry of Agriculture's monitoring centre in London revealed no trace of any banned trawlers. The main foreign fishing now being mounted inside British waters is by the Russians. A fleet of around 70 Soviet trawlers are grouped south of the Dogger Bank, in addition to two West German vessels.

The pattern of fishing into four zones for protection emerging from the Ministry purposes. In zone 1, five patrol craft operated by the Department of Fisheries in Scotland are being used with Jura and Wexford patrolling the outer limits. The Navy is mainly responsible for zone 2 (northern part of the North Sea) as well as for zones 3 and 4 (southern North Sea and south-west approaches).

Three Danes and one French vessel were on the Shetland grounds and off the Norfolk coast, there were 12 Belgian and two Dutch beamers. Five Belgian beamers were also sighted off the Sussex coast with two Russians in the central Channel.

While the air patrols fly out from RAF Kinloss and St. Mawgan, sea operations are being directed from Rosyth, Scotland.

Photographs taken from the Nimrod air patrols. The Nimrod air patrols are now flying a week totalling 180 flying hours a month. A Ministry Inspector is carried as an observer on each flight.

In the south-west approaches, where there has been intensive Communist effort on mackerel, there was only one Russian vessel in evidence although there were scattered French trawlers.

The protection ships Bickington and Brinton were this week based off North Shields which the Ministry terms a 'hot-spot'. An onslaught of foreign boats is expected in this area for the sprat fishing.

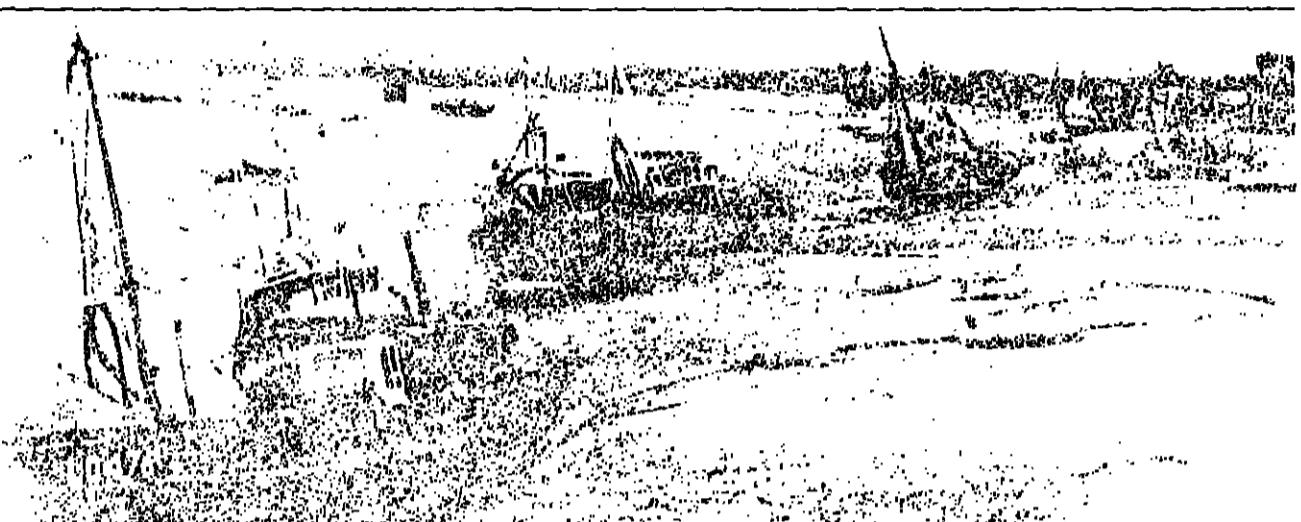
The 200-mile area around the coast has been divided up

from RAF Kinloss and St. Mawgan, sea operations are being directed from Rosyth, Scotland.

By logging the name and number of foreign trawlers with the date seen, and handing this information to the District Inspector when they reach port, skippers are playing an important part in the protection operation, said a

Ministry spokesman.

The 200-mile area around the coast has been divided up



Cockle fleet laid up

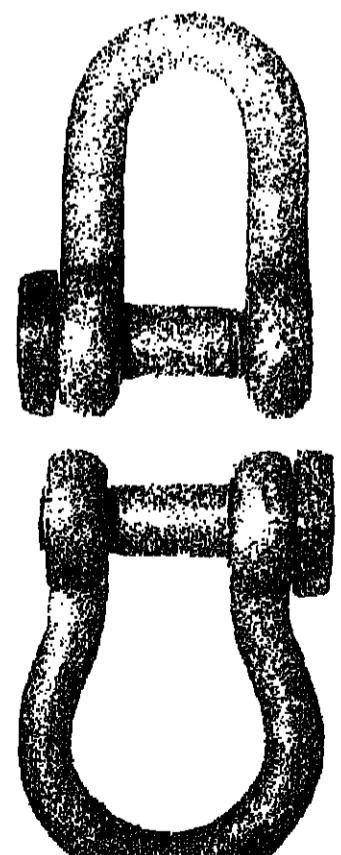
A MYSTERY disease which has hit cockles in the Thames estuary made 800 people ill over the Christmas period are now laid up and 70 fishermen have gone on the dole. A big effort is being made to pinpoint the source of the trouble. See story page four.

Patrols at 50-knots

AMERICAN coast-guards will be patrolling the country's 200-mile with a 50-knot craft.

She is an ex-US Navy hydrofoil which has joined the coastguard service for an extended trial.

For once Britain is ahead of the US as she may not have a 200-mile limit by March 1, the original planned date. Wrangles with Canada and legal problems could mean a delay until January 1978.



Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate screw pins made from heat treated chrome moly alloy steel.

The shackles range from 1" to 1 1/2" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 116mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proofload is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Dia Body (in)	Dia Pin (in)	Inside Width (in)	Inside Length (in)		Safe working load (ton)	Approx weight per 200 pces.
			Doe type (in)	Bow type (in)		
1	1	22	82	51	1	16
2	1	28	92	84	2.25	53
3	1	31	98	76	4.75	98
4	1	38	73	83	8.6	185
5	1 1/2	43	88	99	16.5	230
6	1 1/2	47	90	108	32.5	324
7	1 1/2	51	98	115	52	450

For more information, please contact your local branch representative or Head Office Export Dept.

Coast Limited, Fish Dock Road, Grimsby, South Humberside. Telephone: 0472 58881. Telex: 52388.

SOS to Callaghan

AN URGENT meeting with the Prime Minister to avoid large-scale unemployment following the collapse of the EEC-Icelandic talks has been called for by Humberside County Council chief, Councillor Harry Lewis.

The Councillor fears up-wards of 10,000 sea and shore jobs may go unless there is prompt action. He telephoned Mr. Callaghan of State for Industry, Eric Varley, to insist upon aid from the EEC regional funds to safeguard the social and economic implications on Humberside.

Councillor Lewis also said that it is vital the British Government did not back down on the demand for a 60-mile exclusive coastal zone within EEC waters. Similar telegrams, dispatched within hours of the breakdown in Brussels on December 20 and two days before the shore industry lead, had done its very best to reach a new agreement.

He also praised the efforts of Commissioner Gundelach and said the EEC Commission, which Mr. Gundelach gave itself almost a fortnight's standstill to celebrate Christ-

mas and the New Year, were also sent to Grimsby MP and Foreign Secretary, Anthony Crosland, also the Secretary of State for Industry, Eric Varley.

In a reply from Mr. Callaghan's Parliamentary Secretary, Coun. Lewis was told the Prime Minister is considering his request for a meeting. Also replying, Mr. Crosland said he is extremely disappointed over the situation which he views with the "greatest possible concern".

He would seem to have failed for the Icelandic three-card-trick this time and we can only hope he profits by the experience. Otherwise, the non-EEC countries will string him along like a puppet."

COMMENT

WHAT PROTECTION?

AS WE MOVED last week into a world of 200-mile limits, all the news was of Nimrod air patrols, minesweepers, frigates and patrol craft rushing out to protect Britain's new wide fishing area. Even English football team tactics were being employed, as the protection fleet adopted a system of zonal marking.

With most of the nation convinced that the sea approaches to Britain were harder to get into than Fort Knox, fishermen on the grounds were wondering why all this action was taking place. Just one glance out of the window showed that nothing very much had changed. There were still the Russians, French, Danes, and Dutch, all digging hard into the stocks.

The present system of protection is estimated to be running at a cost of £5m a year. This would not be a lot of money if it was being used just for the protection of the British fleet. Unfairly, the burden is falling on the British tax-payer to protect other nations permitted to plunder by the EEC.

Defending a 200-mile limit is just a meaningless exercise while foreign fleets are allowed to apply uncontrolled effort on the stocks. Limits are only lines drawn on a chart, what happens inside this area is what matters.

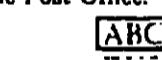
There is only one way that the British Government can boast of protecting its fishermen — and that is by gaining control of a wide zone from the EEC and effectively managing the resources within it.

fishing news

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Scallop bed 'ruined'

ONE BEAM trawler, it is claimed, has in 24-hours completely ruined a scallop bed one-mile off the Devon coast.

Angry local small boat fishermen from the ports of Exmouth, Topsham and Lympstone say that a dredge when she hit the Newhaven-registered vessel,

landing off at Brixham, has deprived them of a good living from the bed.

Since last June, 26 local boats up to 30 ft. have been working three beds in the area. One observer said that the beamer was towing 10

Last year, scallop landings in Devon and Cornwall totalled over £1m.

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103
The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

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HUMBERSIDE trawler owners Boston Deep Sea Fisheries and Consolidated Fisheries are heading a big switch-over from distant waters to pelagic fishing.

Boston Deep Sea Fisheries Ltd. announced just before Christmas its plan to convert the distant water trawler *Prince Philip* into a multi-purpose fishing vessel. She would be capable of pelagic fishing for mackerel and other species — including blue whiting.

The news was broken shortly after the failure of talks with Iceland.

At 442 tons and 140 ft., *Prince Philip* is almost identical to Consolidated Fisheries' *Real Madrid* (441 tons and 140 ft.) which has already been successfully converted to a multi-purpose vessel.

Consolidated is presently converting *Carlisle* and has plans for at least three more conversions to its 11-strong fleet of sister-ships.

Speaking to *Fishing News* Boston's director-manager at Grimsby, Vernon Green, said he expected *Prince Philip* would begin on mackerel and that further conversions would follow on *Boston Phantom* (431 tons and 142 ft.) and her sister-ship *Boston Keastrel* (431 tons and 142 ft.).

When asked about rumours that *Boston Halifax* — Grimsby's only stern wet fisher — would also soon be heading for the mackerel off the West Country, Mr. Green said nothing definite had been decided.

The company is looking at a number of alternatives for its wet fish fleet based at Grimsby and Fleetwood.

He disclosed *Boston Boating*, *Boston Comanche* and, possibly, *William Wilberforce* would probably be sailing to the Newfoundland grounds.

Pelagic switch for Boston ships

Prince Philip is expected to start her new career as a mid-water trawler on Cornish mackerel. Blue whiting is another possibility for the 140 ft. former distant water side trawler.

...new agency after split

A NEW fish sales organisation was set-up at Grimsby in a surprise move over the holidays.

The move follows a meeting before Christmas of the Fred Parkes (Holdings) Ltd. group of companies and the subsequent withdrawals for personal reasons, of Mardon MacInnes, managing director of Tom Sleight (F.S.) Ltd.; Denis Lombard as managing director of Boston Fleet Fish Ltd.; and David Cox, director and secretary of Fred Parkes (Holdings) Ltd.

Danbriit (Fish Salesmen) Ltd., the new agency, has been formed jointly by Mr. MacInnes and Mr. Cox. It is to be chaired by Michael Burton of Newington Trawlers Ltd., Hull, who is president of the B.F.F.

The conference is to be held at Torremolinos, Spain, from March 7 to April 2, 1977. The main aim of the conference is to adopt an international convention on the safety of fishing vessels.

The draft of this convention has been prepared by the Inter-Governmental Maritime Consultative Organisation's sub-committee on the safety of fishing vessels. It embraces items similar to those concerning cargo ships in the International Convention on Safety of Life at Sea, 1974. Details concerning watertight integrity are comparable to those stipulated in the International Convention on Load Lines, 1966.

The world fishing fleet is steadily increasing. The raising of the safety standards of vessels and crews to a uniform and internationally acceptable level needs to be urgently resolved, according to IMCO.

The convention expected to be adopted will be of benefit not only to established fishing nations but, in particular, to those countries in the process of building up their own fleets.

After signing the agreement in Madrid, IMCO secretary-general Srivastava and senior IMCO officers went to Torremolinos to inspect the Palacio de Congresos, where the conference will be held, and to continue discussions.

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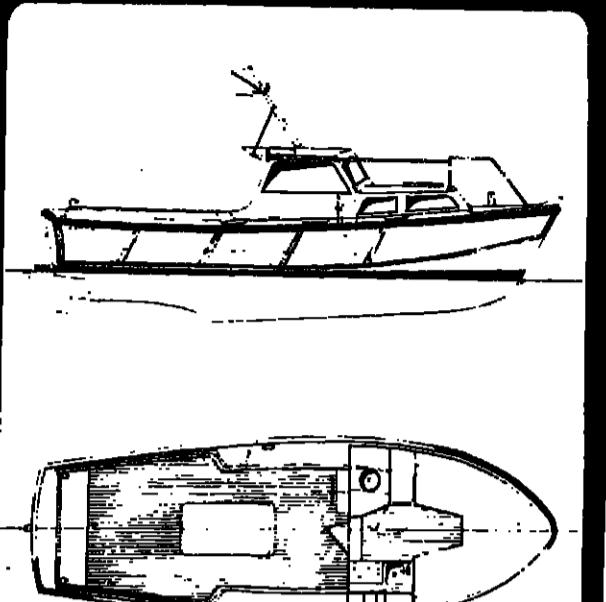
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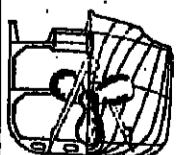
MY APPEAL on November 28 for information about a UK source of propeller cages has brought two replies.

Paul J. Gray and Associates, whose head office is at 14 Arden Drive, Torquay, and whose works are at 3 Station Yard, Ashburton, has made a number of cages similar to the one in the photograph for vessels in south Devon.

He, incidentally, makes an interesting point about cages. He says that they are effective for preventing ropes and nets getting tangled but, if you fit one, it is essential to take special precautions to prevent increased galvanic or electrolytic action in its vicinity and to protect propeller, metal rudder fittings etc. from corrosion.

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Stop rot and rust with lacquer

EEC compensation being abused

A PENETRATING lacquer which is claimed to protect timber from deteriorating in moist atmospheres and steel from rusting has recently become generally available.

Known as Unitrol, it could prevent penetration of moisture into wood on fishroom linings and prolong the life of scores of steel fittings and surfaces prone to rust in fishing vessels.

To protect timber it is recommended that 25 per cent of it be added to the first paint coat and that successive coats be thinned with it. If this is done with any except cellulose or vinyl paints, workability and coverage are said to be improved and so is adhesion.

If it is intended to make timber rot-resistant, either copper naphthalene or pentachlorophenol can be added to the lacquer.

Unitrol is compounded from alkyd and other synthetic resins, active oils, inhibitors and moisture-repellent surface-active additives. When applied on its own it becomes touch dry in two hours and fully dry in from 8–18 hours depending on conditions.

When it dries completely it forms a clear, yellowish film which, on account of its closed-pore structure and moisture-repelling properties, inhibits penetration by water and growth of moulds and fungi.

It is usually used on its own or added to a priming coat to protect steel surfaces from rusting. When used this way it inhibits electrolytic action in two ways.

Penetrate

Initial penetration expels any moisture present and forms a close bond between the lacquer and the bare metal surface. Any rust on the surface is penetrated by it and particles become bound into it, enhancing film thickness.

Once dry, the pore-free structure of the lacquer prevents any penetration of moisture to the metal surface.

A feature about Unitrol which would appear to commend it for use in fishing vessels is that steel surfaces do not have to be cleaned down to bare metal before it is applied.

Provided loose rust is removed by hammering or wire brushing, it will encapsulate residual rust before it forms a film which prevents further corrosion.

Presumably the lacquer won't last long on surfaces subject to abrasion — links of anchor cables, for instance — but it may well be worth testing on others.

It is supplied in one and two litre screw-top cans or 23 litre drums, requires no thinners and can be applied by brush, roller or spray. After use the spray can be cleaned with white spirit.

The manufacturers — Unibond Ltd., Tuscan Way, Camberley, Surrey — provides an advisory service and has technical representatives all over the UK.

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It is of equal value to aspiring owners and/or skippers for it contains much that they will need to know to achieve their ambitions and nearly worth as much to all connected with the fishing industry who want to be masters of their jobs.

Little of the information contained in previous issues has been omitted from the 1977 one. In fact, dock signals at major fishing ports and postal rates are practically the only items. But there is plenty of new information in it which is likely to be of value to users during the year.

Particulars of the new International System of Buoyage for instance, which are to be adopted in European waters over the next five years, are included and so is the Sea Fishing (Faroes Region) Licensing and Prohibitionary Fishing Method Order 1973.

International Regulations

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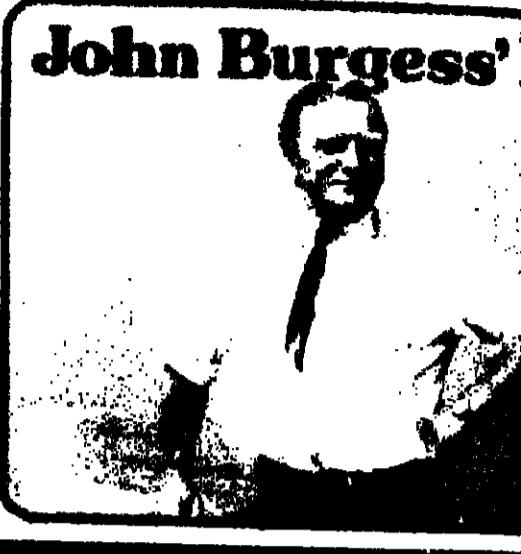
Now in its 101st year, the 1977 edition has been published. It remains the only reliable fisherman's almanac and the 1977 Edition has been extensively revised and brought right up to date.

Included in its extensive contents are tide tables, navigation and port information, the latest fishing regulations, etc. All this and much more for only £5.00 plus 25p postage and packing direct from the publishers.

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John Burgess' L



Almanack back again

YOU MAY be glad to know that after a change of publishers, Olsen's Fisherwoman's Nautical Almanack has made its appearance for the one hundred and first consecutive year. It has been carefully revised and contains more pages than before.

If any publication is indispensable to owners and skippers of all fishing vessels, it is Olsen's. For it contains a wealth of information, sifted and sorted over the years, which has proved to be of practical value.

It is of equal value to aspiring owners and/or skippers for it contains much that they will need to know to achieve their ambitions and nearly worth as much to all connected with the fishing industry who want to be masters of their jobs.

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John Burgess' L

CORNISH fishermen have been told that a Common Market handout scheme should not be used to promote industrial fishing but is intended for marketing emergencies only.

Under the withdrawal and compensation scheme, vessels bringing in fish in excess of market demand can claim compensation payable from Community funds.

"Cornish fishermen have always been against the over-fishing that the withdrawal scheme seemed to encourage, and

Producers' Organisation certainly against fishing

emergencies only, and that it should be operated as such."

Ben Collins, membership secretary of the Cornish Fish Producers' Organisation, said that the EEC for fishmeal.

Now the Cornish PO has decided to write to

members saying that it does not intend to operate the withdrawal scheme to promote the practice of

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Ben Collins, membership secretary of the Cornish Fish Producers' Organisation, said that the EEC for fishmeal.

Now the Cornish PO has decided to write to

members saying that it does not intend to operate the withdrawal scheme to promote the practice of

industrial fishing, and pointing out that the scheme was intended for marketing emergencies only, and that it should be operated as such.

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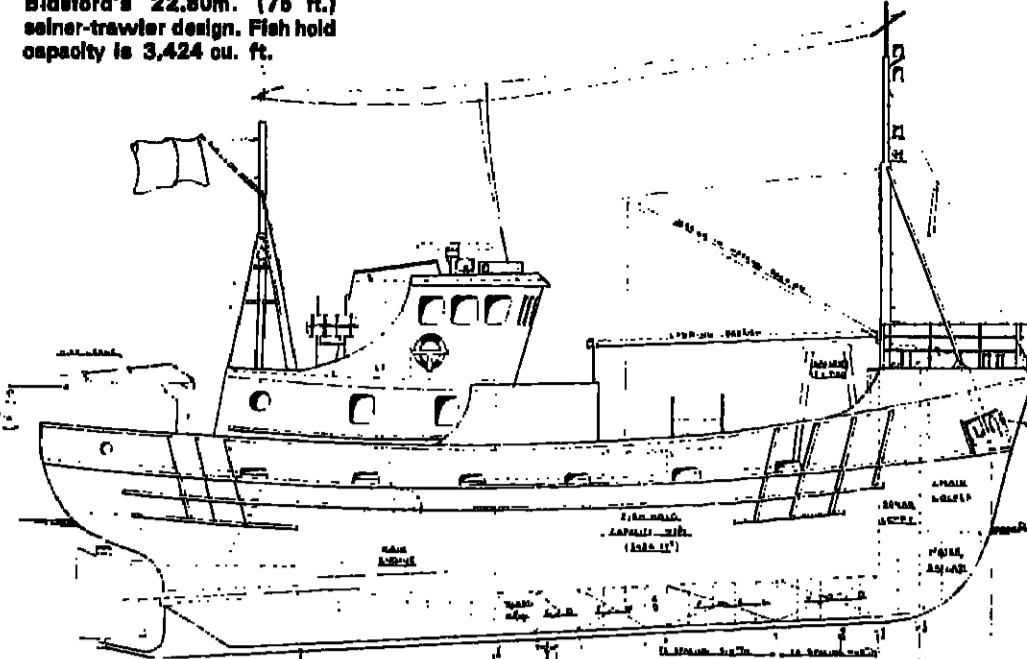
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Bideford's 22.80m. (75 ft.) seiner-trawler design. Fish hold capacity is 3,424 cu. ft.



Boat designs for 200-mile limits

WITH THE loss of distant water grounds many British trawler owners are now looking to the smaller class of vessel able to fish economically nearer home.

Also, owners of inshore craft realise it is now viable to build larger vessels able to fish anywhere within the EEC 200-mile territorial limits.

Aiming at this market, the North Devon firm of Bideford Shipyard (1978) Ltd. is offering a new generation of designs for vessels less than 100 ft. long and is in a position to move ahead with building work straightforward.

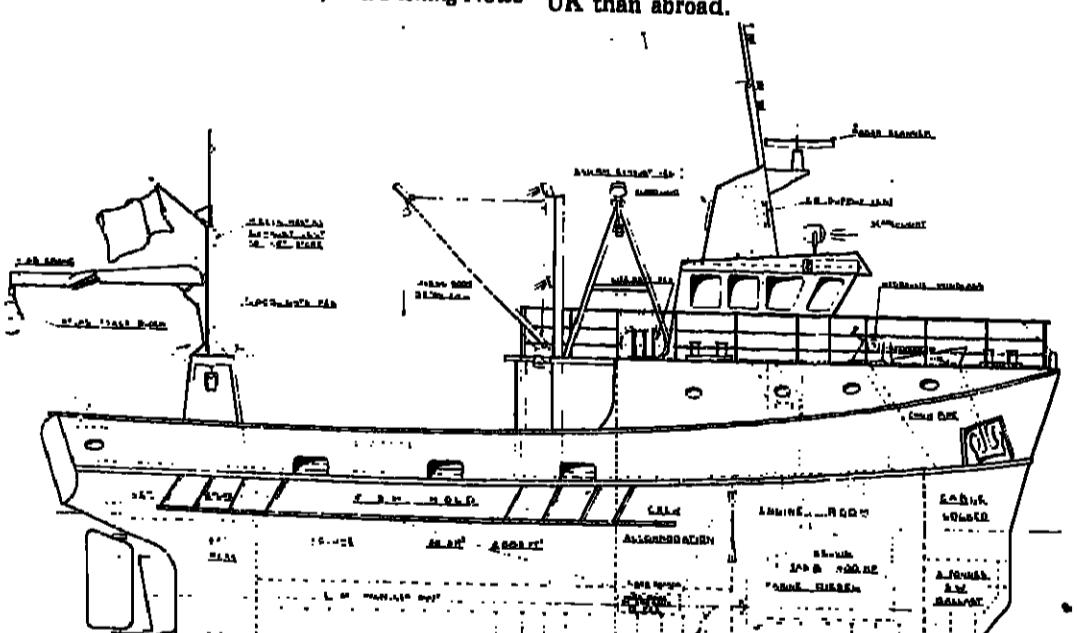
The plans shown here are examples of the range of designs from the yard. However managing director, Graeme Trinder, told *Fishing News*

that the yard is not only offering standard vessels. It will design and build to individual requirements.

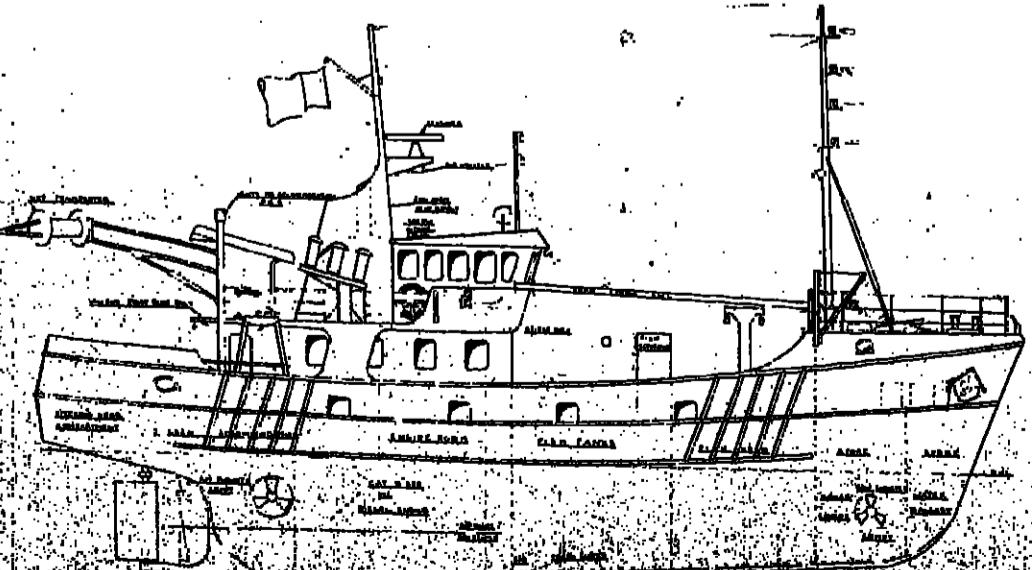
The 22.80 m. (75 ft.) seiner-trawler is a larger capacity and up-dated version of recent 75 ft. vessels built by the yard a few years ago, and takes into account all the latest requirements of the Dept. of Trade and various fisheries authorities.

The 21.25 m. (70 ft.) stern trawler is an entirely new design and has the superstructure well forward and a large working deck aft.

Also illustrated is a 27 m. (88 ft.) purse seiner of a layout favoured by Scottish fishermen. She has a healthy beam of 7.90 m. (26 ft.) and the yard believes that, under present conditions, it is more economical to build this type of boat in the UK than abroad.



Above: 21.25m. (70 ft.) stern trawler with 2,885 cu. ft. fishroom. This is a brand new design from Bideford which offers a large aft working deck. Suggested engine is a 400 hp Kelvin and there is provision for sonar.



Below: Bideford claims that, with the falling pound, it is now cheaper to have a purser built in the UK than abroad. The yard's design has bow thrusters for fore and aft, fish tanks, V-12 Caterpillar main engine and sonar compartment.

ABERDEEN'S latest stern trawler, the 128 ft. long *Grampian Chieftain*, will have to fish "where the political situation dictates", says North Star Fishing Co. trawler manager Pat Lynch.

She is starting her fishing career working off the west coast of Scotland and at Faroe under Skipper Robert Leiper. He formerly skippered the side trawler *Scottish King*.

Grampian Chieftain has been built at Goole by the Small Ships Division of Swan Hunter for owners, George Craig and Sons Ltd. The firm's trawler owning division is the North Star Fishing Co.

At her naming ceremony in Aberdeen, Norman Boyd, managing director of the Swan Hunter Small Ships Division, said that the trawler is a child born out of two difficult situations.

The first is that the shipbuilding industry did not know whether it is going to remain in private hands or be nationalised. Secondly, the fishing industry did not know whether it is going to be able to fish.

David Craig, joint managing director of her owners, said after his wife, Helen, had named the vessel that it is essential for the government to press for a 50-mile exclusive zone for British fishermen.

This would allow us to gain control of fishing within these waters and so allow stocks to build up again.

He also said that it is wrong

a free-for-all on industrial species should allow immature stocks of protected species to be "hoovered-up" for fish meal and animal feed.

"Industrial fishing must be curbed and restricted to defined zones where industrial species are found", he said.

Mr. Craig, who is chairman of Aberdeen Fishing Vessel Owners' Association and vice-president of the British Fishing Federation, claimed that the lack of satisfactory answers to fishing problems has created uncertainty, mistrust and frustration within the industry.

Like the firm's other wet fish stern trawler, the 145 ft. *Grampian Monarch*, *Grampian Chieftain* is capable of fishing anywhere in the northern hemisphere for both demersal and pelagic fish. The question going through every trawler owner's mind is: which grounds will we be able to fish?

Grampian Monarch was first stage in the North Star's rebuilding programme, which has included several 86 ft. pocket trawlers in addition to *Grampian Chieftain* and *Grampian Warrior*, her sister-ship due early this year.

Fishing under Skipper Bob Catto, *Grampian Monarch* spent most of her first year fishing at Iceland. She was Aberdeen's top grossing trawler in 1974 with a grossing of around £280,000.

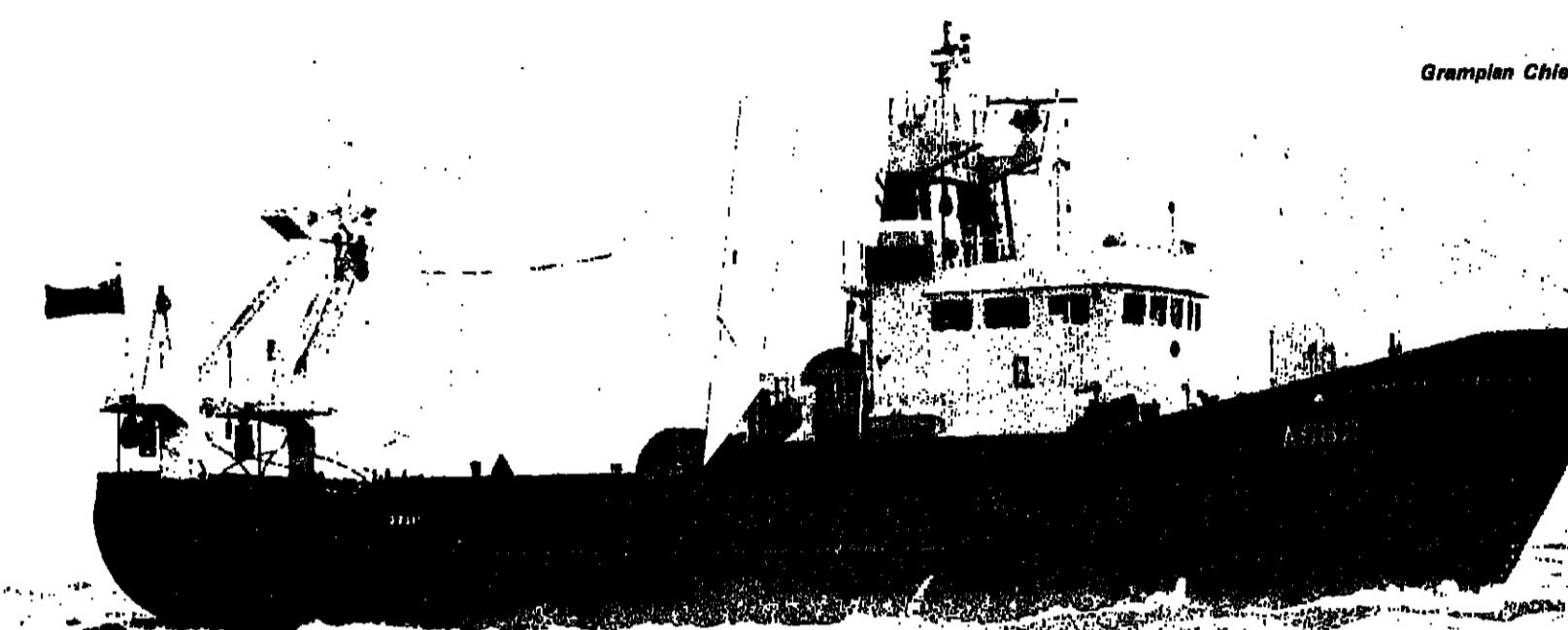
During the last couple of years she was one of the few Aberdeen vessels working at Iceland during the cod war and did as well as conditions there would allow.

The situation today is very different from when *Grampian Chieftain* and *Grampian Warrior* were ordered. However, their design is sufficiently versatile to enable them to adapt to future fishing situations.

Basic design of *Grampian Chieftain* follows that of a number of successful wet fish stern trawlers built by Swan Hunter in recent years for Scottish and English owners.

GRAMIAN CHIEFTAIN

-first two 128-fters



Grampian Chieftain

Above, left: part of the 9,000 cu. ft. fishroom. The unloading hatch is designed to open in port only. Above: fish-finding aids include Furuno's FUVII Universal Graph multi-style echo sounder.

automatic synchronisation of the warps during shooting and hauling. With the Synchro 1010 there is much greater control of the fishing gear.

Warp tension is automatically adjusted when the boat turns, or in towing across the tide, and the winches will also haul in or pay out warp in conjunction with the vessel's motion. This gives a smoother passage for the net.

The system allows warp to be payed out, or hauled in, slowly enough to prevent the net collapsing if it has to be adjusted to a different depth.

If the net catches on a fastener, the winches will increase power to a pre-set limit. If this does not pull the net clear, the winches will pay out warp and an alarm system operates.

The Synchro 1010 also allows a pre-set length of warp to be payed out or hauled.

The demersal net is driven by an MA8 motor and has the following pulls:

1st. layer...6.4 tons at 0.51 m/min.
Mid-drum...3.2 tons at 0.102 m/min.
Full-drum...2.0 tons at 0.165 m/min.

Catches fall from the cod end through this hatch and down a chute to the gutting area for sorting.

Fish between 104 and 17 in. long are handled by a Shetland ONE 7 Mk. 1 gutting machine with a conveyor to the fish washer. Larger fish are hand gutted at a bench fitted with "inkwells" for disposal of the guts to the

main trawl deck, while the overflow valves to give the pelagic net is handled by the winch two speed ranger and net drum on the after end of the bridge deck.

Within each speed range, the hauling speed can be

steeply controlled from zero to maximum and the winch has the following duties:

1st. layer
14.7 tons at 0.48 m/min.
7.4 tons at 0.69 m/min.
Mid-drum
10.5 tons at 0.86 m/min.
5.3 tons at 0.97 m/min.
Full-drum
8.2 tons at 0.83 m/min.
4.1 tons at 0.125 m/min.

The trawl winches are fitted with the Hydraulik Brattvag Synchro 1000 and 1010 control systems.

Grampian Chieftain's demersal net will be hauled into the single arena on the which has pressure-operated shooting the gear and declutchable centre drum

Turn to page 11

Trawlers Abe Co.

The engine drives a Hjelset three-bladed controllable pitch propeller housed in a Lissas fixed nozzle, the propeller being engaged through a hydraulically-operated multiple disc friction clutch controlled locally by hand or pneumatically from the wheelhouse. Propeller pitch is controlled from the engineroom or

and a group repeat panel in the wheelhouse.

The control cabin in the engineroom is of particular interest in this smaller type of stern trawler. It is soundproofed and also has large windows giving a good view of the wheelhouse, and the combination steel bipod mast and main trawl deck, while the overflow valves to give the pelagic net is handled by the winch two speed ranger and net drum on the after end of the bridge deck.

A steel combined bipod mast and funnel, bearing the gillnet sheaves and blocks, is fitted on the after end of the wheelhouse, and the combination steel bipod mast and stern gantry is located aft. Propeller pitch is controlled from the engineroom or

Mirrless Blad 8 There is a power take-off at the forward end of each propeller pitch, the aft of the main shaft and the stern gantry is located aft.

Hydraulik Brattvag

Hydraulik Brattvag of Norway supplied the split

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PETERHEAD a monthly report

THE North Sea haddock fishing ban has been the main talking point at Peterhead during the last few weeks.

Seiners based at the port brought a colossal amount of fish home just before the start of the ban, and during the week ending December 4, some 36,490 cwt. was sold for £697,213.

This was by far the most ever paid for fish in one week at any Scottish port.

Peterhead's well known boatyard, Richard Irvin and Sons Ltd., has received the order to build an 86 ft. wooden cruiser-sterned seiner-trawler for Skipper William Smith of Lossiemouth.

Three years ago Skipper Smith had the 72 ft. Sunbeam built at the same yard and he has been so pleased with her performance that he was eager for Irvin's to build him a bigger vessel.

The net-making division of the Caley Fisheries Group Ltd. has designed and made a new seine net which has been successfully tried out by Skipper Andrew Buchan and the Peterhead seiner Favonius.

Chief feature of the net is that it has long and deep wings designed to give the net a higher opening.

It is a two-seam net with a headline length of about 180 ft. and footrope of 200 ft. There is only a very gradual taper towards the wing ends.

These include the 86ft. steel boat Unity, Starlight, Constant Friend, Brighter Dawn, Summer Dawn and Morning Dawn, plus the wooden boats Kathleen, Devotion and Star of Peace.

Starlight, Constant Friend and Brighter Dawn moved to Shields after spending the autumn trawling for herring and mackerel off the Scottish west coast.

Morning Dawn and Unity had been white fish pair trawling together from Peterhead, while Summer Dawn had been industrial fishing for pout.

The three purse seiners Vigilant, Pathway and Lunar Bow, owned by the Buchan family, recently came home from the west coast after having a good mackerel fishing in the North Minch. Vigilant has now gone to Norway to have a full length shelter deck fitted.

The 100 ft. vessel was the third built by Sigrjorn Inversen at Flekkefjord for

the 1974 season.

the Buchan family. She was delivered in 1975, while Lunar Bow was built in 1970 and Pathway, 1973.

Early in December the Spanish-built vessel Alcara was lying in Peterhead.

It is understood that she is to try out various types of fishing gear under the auspices of the White Fish Authority as part of its programme to help develop the fishing industry in Saudi Arabia.

The vessel took delivery of a purse seine in Peterhead and carried a pelagic trawl around her net drum. She is of stern trawler layout, with her superstructure forward, and she has been extensively refitted at a Humberside shipyard (*Fishing News*, December 17).

Skipper William Buchan of the purse seiner Vigilant is commanding the boat during the trials.

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The 100 ft. vessel was the third built by Sigrjorn Inversen at Flekkefjord for

the 1974 season.

Early in December the Spanish-built vessel Alcara was lying in Peterhead.

It is understood that she is to try out various types of fishing gear under the auspices of the White Fish Authority as part of its programme to help develop the fishing industry in Saudi Arabia.

The vessel took delivery of a purse seine in Peterhead and carried a pelagic trawl around her net drum. She is of stern trawler layout, with her superstructure forward, and she has been extensively refitted at a Humberside shipyard (*Fishing News*, December 17).

Skipper William Buchan of the purse seiner Vigilant is commanding the boat during the trials.

The net-making division of the Caley Fisheries Group Ltd. has designed and made a new seine net which has been successfully tried out by Skipper Andrew Buchan and the Peterhead seiner Favonius.

Chief feature of the net is that it has long and deep wings designed to give the net a higher opening.

It is a two-seam net with a headline length of about 180 ft. and footrope of 200 ft. There is only a very gradual taper towards the wing ends.

These include the 86ft. steel boat Unity, Starlight, Constant Friend, Brighter Dawn, Summer Dawn and Morning Dawn, plus the wooden boats Kathleen, Devotion and Star of Peace.

Starlight, Constant Friend and Brighter Dawn moved to Shields after spending the autumn trawling for herring and mackerel off the Scottish west coast.

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Sailing through '76.

1976 ENDED as it began — in dispute with Iceland. It was a year of indecision which saw the fishing industry stumbling from one crisis to the next. And it was a year which bred increasing cynicism towards politicians who were supposed to be working out a new course for the British industry within the EEC. The only decision fundamental to the future of fishing last year was to extend UK limits to 200-miles by January 1, 1977. But even this action begged the all-important question of how much of these newly-won waters would be exclusive to our fishermen within the EEC. So, what was supposed to be a year of destiny for fishing, finished up with all the questions posed in January still unanswered by December. Here we look back over the turbulent months of 1976:

JANUARY The most serious clash in the cod war. Two armed ships — navy frigate *Andromeda* and Iceland's patrol boat *Tyr* — collide. Foreign Secretary James Callaghan announced the Navy would be withdrawn and Iceland's Prime Minister invited to London for talks. Off the Scottish west coast, herring fishermen were really getting down to spinning out their meagre quota, with a self-imposed nightly limit on catches. With earnings of £206,000 Anstruther skipper, 'Dave' Smith, again took the top skipper title for 1975 in *Ariagonaut III* and lived up to his predictions of better prices and more fish in 1976. He is on the £260,000 mark for 1976.

FEBRUARY Four days of talking with Iceland produced nothing. Iceland warned that one more warp cutting incident and the Navy would go back in. Government doled out £100,000 in compensation for lost earnings. Exclusive 200-mile limits become 'pale in the sky' as the EEC Commission made it plain that it favoured 12-mile zones in Community waters with a quota system applying outside. Irish fishermen threatened to enforce their own 50-mile limit.

MARCH Bottom drops out of the Humber market. Imports were flooding in and hard fought for catches off Iceland were not even making withdrawal prices. Herring men were in trouble too. With 'rubbish' fish being taken, both buyers and fishermen requested — and were granted — a shutdown of the west coast herring grounds until May. Two Scottish pursers, *Challenge* and *Conquest*, got up for sale. The resilience of the herring men was evident: six purse seiners went out and struck some huge catches of mackerel in the North Sea. Off the English south coast, a scallop boom was giving small ports a taste of the big time.

APRIL 'Restraint' is the watchword at Iceland. British trawler chiefs agree to limit the annual catch-rate to 100,000 tons in a bid to bring about a peace deal. On shore, there was better news as a big upturn in the sales of frozen fish created over 200 more jobs in Humberside factories. Merchants, too, rested more easily at night when an investigation by the Price Commission found their profit margins 'reasonable'.



Fish caught off Iceland under the protection of the British Navy is tipped away for fish meal during March. Soon after there was an acute fish shortage!

called for the nationalisation of trawler companies and fish processing firms.

JULY Fisheries Minister, Fred Peart, takes a hammering in the House of Commons over the Government's weak stand on fishing limits in the EEC.

JUNE Peace on the Icelandic grounds and the terms are hard. Just 24 trawlers allowed on the grounds at any one time — half the previous catching effort. While Foreign Secretary Anthony Crosland called the six-month deal 'A practical and commonsense agreement', the words used in the fishing ports were 'surrender' and 'sell-out'. Depressed catches and earnings made it impossible for many fishermen to manage repayments on boats. The Herring Industry Board revealed that 20 per cent are behind with repayments and the White Fish Authority had 265 borrowers in arrears. Talks progressed on the declassification of the trawler industry and the Transport and General Workers' Union

fish. Humber cod soared to £50 a kit. In masterly piece of oration, former Prime Minister, Ted Heath, found himself touring a near disaster area after gales had blown down the main tent before the opening. Lady Tweedsmuir stood-in for Mr. Heath two days later and the show got off to a great start. A ban on North Sea herring fishing for the rest of the year in force. Cod prices were beginning to hit the £40 a kit mark, and the Grimsby pair trawl record goes up to £36,342.

SEPTEMBER A 200-mile fishing limit for Britain by January 1, 1977, announced by Foreign Secretary, Anthony Crosland. Fred Peart moves on and John Silkin takes over as Minister of Agriculture and

thereafter ship *Priydzhuk* landed 500 tons of frozen

DECEMBER Two salmon set-backs in one week from Iceland and North Sea had supply, boats four, kts 3,898; Prices: shelf cod £35.00/£4.30; £23.00/£4; medium haddock, £23.00/£4; large haddock, £23.00/£4; brill, £5.00; roker, £38/£44; small roker, £32/£38; per 1st. kit.

Left: Ireland gets tough with poachers. Instead of paying up £102,020 after being caught inside the 12-mile limit, the Bulgarian trawler *Aurora* had her catch and gear confiscated. Below: one problem settled in 1976 was the long-running saga of the Peterhead trawler *Silver Lining*. Aptly renamed *Perseverance*, she was lengthened and brought back into fishing after being withdrawn from service for two years.



Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
245,917: *Ross Kashmir*, BUT (Sk. J. Roberts), 1,706 kits, WS, 22 days.
243,230: *Boston Comanche*, Boston (Sk. A. Hollington), 1,812 kits, WS, 24 days.
239,658: *Ross Kelvin*, BUT (Sk. B. Stokes), 1,497 kits, WS, 23 days.
235,721: *Ross Kipling*, BUT (Sk. D. Keetley), 1,327 kits, WS, 24 days.
229,011: *Volegus*, Boston (Sk. E. Grant), 1,111 kits, WS, 23 days.
241,747: *Spurs*, Consol (Sk. M. Ward), 1,576 kits, WS, 23 days.
241,388: *Notts Forest*, Consol (Sk. G. Mussell), 1,536 kits, WS, 22 days.
239,871: *Crystal Palace*, Consol (Sk. J. Hodson), 1,485 kits, WS, 24 days.

Middle water

221,368: *Ross Zebra*, BUT (Sk. J. Waddingham), 1,068 kits, W, 17 days.

219,255: *Ross Cougar*, BUT (Sk. J. Major), 771 kits, W, 16 days.

215,478: *Ross Panther*, BUT (Sk. G. Cunningham), 747 kits, W, 18 days.

213,210: *Yesso*, Taylor (Sk. P. Brown), 920 kits, FW, 15 days.

213,130: *Kyoto*, Taylor (Sk. J. Dacombe), 643 kits, W, 14 days.

211,911: *Sonia Jane*, John R. (Sk. D. Bewley), 261k, NS, 10 days; £5,701.

211,777: *Anna Michelle*, John R. (Sk. M. Josefsen), 203k, NS, 10 days.

211,778: *Laurids Skomager*, John R. (Sk. Jorgen Bojen), 67k, NS, 6 days.

211,779: *Anne Charlotte*, John R. (Sk. J. McCall), 43k, NS, 6 days.

210,793: *Ben Gids*, (Sk. S. Sheader), 29,024 kg, NS.

210,794: *Incentive*, (Sk. A. Dougal), 40,328 kg, NS, 1 day.

210,795: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

210,796: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

210,797: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

210,798: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

210,799: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

210,800: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

210,801: *Falstaff*, BUT (Sk. B. Owbridge), 1,781 kits, WS, 24 days.

£56,155: C. S. Forester, Newington (Sk. J. Atkinson), 1,974 kits, WS, 24 days.
£42,556: *Ross Altair*, BUT (Sk. J. Berry), 1,427 kits, WS, 24 days.

LOWESTOFT

28,022: *Suffolk Conquest*, Hobson (Sk. R. Flake), 288k, NS, 12 days.
27,301: *St. Georges*, East Coast, (Sk. R. Jonas), 281k, NS, 11 days.
27,208: *St. Phillip*, East Coast, (Sk. T. Martin), 259k, NS, 12 days.
27,177: *Yoxford Queen*, Tellman, (Sk. C. Reeder), 281k, NS, 11 days.
26,835: *Boston Sea Fury*, Boston, (Sk. V. Crisp), 229k, NS, 10 days.
26,842: *Ripley Queen*, Tellman, (Sk. J. Deacon), 224k, NS, 12 days.

GRANTON

£12,969: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

£7,111: *Sonia Jane*, John R. (Sk. D. Bewley), 261k, NS, 10 days; £5,701.

£11,777: *Anna Michelle*, John R. (Sk. M. Josefsen), 203k, NS, 10 days.

£11,778: *Laurids Skomager*, John R. (Sk. Jorgen Bojen), 67k, NS, 6 days.

£11,779: *Anne Charlotte*, John R. (Sk. M. Josefsen), 203k, NS, 10 days.

£11,780: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

£11,781: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

£11,782: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

£11,783: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

£11,784: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

£11,785: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

£11,786: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

£11,787: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

£11,788: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

£11,789: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

£11,790: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

£11,791: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

£11,792: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

£11,793: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

£11,794: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

£11,795: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

£11,796: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

£11,797: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

£11,798: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

£11,799: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

£11,800: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

£11,801: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

£11,802: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

£11,803: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

£11,804: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

£11,805: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

£11,806: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

£11,807: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

£11,808: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

£11,809: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

£11,810: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

£11,811: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

£11,812: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

£11,813: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

£11,814: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

£11,815: *Arctic Explorer*, Liston (Sk. J. Barnyard), 637c, WC, 13 days.

£11,816: *Arctic Invader*, Liston (Sk. P. Wanless), 442c, WC, 12 days.

£11,817: *Ben Strome*, (Sk. E. Longhorn), 39,212 kg, NS.

£11,818: *Ben Chour*, (Sk. T. Jameson), 20,920 kg, NS.

£11,819: *Margrethe Bojen*, John R. (Sk. Jens Bojen), 34k, NS, 4 days.

£11,820: *Yesso*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

